

SAPC - 169/1/R  
Copy 2 of 2

20 February 1958

MEMORANDUM FOR: Project Director

SUBJECT : Latest Lockheed Schedule on Delivery of  
THERMOS Aircraft

25X1A5a1

1. [REDACTED] called at this date to indicate possible schedules on delivery of THERMOS aircraft. These presently appear as follows:

25X1A6a  
25X1A2g  
25X1A6a

a. No. 355 -- Recovering of this aircraft will be finished at Burbank on 1 March. It will proceed to [REDACTED] on 2 March. After [REDACTED] it will proceed to [REDACTED] on 5 March where it will be made ready for ferrying on 14 March.

25X1A6a  
25X1A5a1  
25X1A6a

b. No. 349 -- In order to meet the slightly accelerated schedule on 355, 349 will slip slightly. The present schedule on this aircraft is delivery to [REDACTED] on 3 March. It should be ready for ferrying on 18 March. I pointed out to [REDACTED] that since it is operationally desirable to ferry Nos. 355 and 349 simultaneously, that some four days will be available (14 - 18 March) to flight test 355 against [REDACTED] radar. He agreed this was desirable and will plan accordingly.

25X1A5a1  
25X1A6a  
25X1A5a1  
25X1A5a1

c. No. 367 -- This aircraft is at Burbank and is in the process of being patched to remove loose spots detected at [REDACTED]. [REDACTED] has been in touch with [REDACTED] and the latter will attempt to have manufactured some 100 sq. ft. of continuous material to be used for patching purposes. If this proves too difficult, arrangements will be made to use squares as patching material. [REDACTED] estimates, barring unforeseen difficulties, that 367 can be ready for ferrying on 20 March. You will remember that it is generally agreed that

before making a decision to use 367 operationally it should be flight tested to determine whether any anomalies exist in the material at altitude as opposed to the readings on [REDACTED]

d. No. 344 -- [REDACTED] understands that a decision was reached between you and [REDACTED] to return 344 to [REDACTED] for 10 days or so for further testing. [REDACTED] foresees bringing 344 to Burbank for patching and repair at some date after 2 March. No. 344 cannot be accommodated at Burbank prior to 2 March (date that 355 moves to [REDACTED]). It is estimated that the repair job at Burbank will take approximately 2 weeks or to about 16 March. Since [REDACTED] will require an estimated 7 to 10 days work on No. 344 at [REDACTED], it would appear that the earliest that 344 can be available for operational use will be 24 March.

2. [REDACTED] did not feel that the above dates were absolutely firm at this time but he did indicate they were firm enough to begin to plan operations keeping these dates in mind. He will keep us informed as to the progress of the work and will report any major slippage as it is encountered.

13/

GPK:eml (20 Feb 1958)

- 1 - Addressee
- 2 - Dep Proj Dir
- 3 - Ops
- 4 - Contracts
- 5 - Material
- 6 - Admin
- 7 - GPK
- 8 - GPK Reading
- 9 - THRUOUT Chrono